

FREIGHT RATES ARE CONSIDERED

Interstate Commerce Commission to Go Into General Investigation of Tariffs.

TO INCLUDE WHOLE WEST

HUNDREDS OF RATE CLERKS EMPLOYED.

Practically all of the big railways now have representatives in Washington, D. C., checking up freight rates and going over the tariff sheets preparing figures and statements that may be called for by the interstate commerce commission on June 9, when that body will take up for a rehearing the particulars of the Spokane rate case. The public has little conception of the enormous amount of work involved in this matter. Hundreds of rate clerks are engaged in the work. It requires the checking up of several thousand shipping points and embraces figures on several hundred different classifications of freight. J. A. Reeves, general freight agent of the Oregon Short Line railroad, is in Washington now in connection with this matter and he telegraphed yesterday: "No man can tell when this matter will be all settled."

His information was to the effect that when the committee of the Spokane case are taken up by the commission on June 9 that the commission will go ahead to consider the whole problem of freight rates from eastern to western points. This will, of course, include the freight rates to Denver, Reno, Nev., to Boise and Porterville, Idaho, and all western railway points. It will go fully into the matter of freight rates to coast points as compared with rates to inland cities, thus going fully into the matter of water competition, which inland shippers contend can no longer be held up as an excuse for railroads for discrimination in rates, but which the railroads, at this hearing will contend and will endeavor to prove, is of more vital importance now than ever—stronger, more effective and more competitive than ever to rail transportation.

Matter Is Complicated.

It is the impression of the shippers who are interested in this hearing, and also of the railway men who have talked on the matter here, that the hearing will eventually result in a wholesale overhauling of freight tariffs to western points. That there will be many general changes there is little doubt. That there will be reductions in the rates on many classes of freight seems quite certain, but just what they will be or to what extent it is impossible now to even surmise. It may be a short time or it may be months before there can be any changes made. The question, as it now stands, is so complicated that even the wisest traffic men on the largest railroads throw up their hands despairingly when asked for opinions on the subject. Freight rates, the old-timers say, is a stuck which no man has yet ever mastered. It is stated that the railroad commission's acquiescence in granting a rehearing in the Spokane rate case and setting aside the first decision rendered in the case was for the purpose of going into the general question of western freight rates in detail and thoroughly. This indicates that the decision finally to be rendered will be general in nature and will affect the whole intermountain country. The taking up of this question and that question separately, as presented by commercial bodies and individual shippers of this and that city, has been found very unsatisfactory to the commission and the endeavor now will be to settle as near as may be the whole question regarding freight rates from the east to all parts of the intermountain region. Yesterday predicted that at the very earliest there could be no definite changes made in the freight rates in less than 60 days, and he believed that three months would be required to settle the matter, even after the commission has rendered its decision.

LOCAL RAILROAD MEN ARE BOOSTERS FOR SOUTH IDAHO

When Salt Lake railroad freight agents have gathered in all the business in sight in this immediate territory, they "take" the southern Idaho. They usually find that territory the most desirable in sight and the best picking. Gordon M. Fraser, traveling freight agent for the Illinois Central; A. W. Randall and D. B. Eldredge, traveling freight agents for the Rock Island and Frisco systems; G. M. French, traveling freight agent for the Wabash; F. T. Vincent, commercial agent for the Erie lines, and other agents having considerable business of their time in southern Idaho, and they are all enthusiastic about the activities in that section of the country. Mr. Vincent returned the latter part of the week from a several weeks' trip through Idaho and in Wyoming. He said yesterday:

"The amount of business that is now going on in southern Idaho is really

marvelous. Every small town along the Short Line railroad is profiting and is picking up wonderfully. Boise is growing to beat the band, and is entertaining right now hundreds of strangers who are looking for investments or for homes. Boise, Nampa, Caldwell and Payette are doing lots of building. Boise and Nampa are doing miles of street paving now, and Caldwell is preparing for a lot of the same kind of work. In Gooding, the new town, the depot platform isn't big enough to accommodate the passengers on every train. The two hotels there cannot accommodate the crowds, and it is true that last week traveling men in that town in some instances walked the streets all night or slept in chairs in the hotel offices. Cots were used in the halls."

A. W. Randall of the Rock Island has found southern Idaho good for his business. He always returns from his northern trips with big smiles on his face. He always has a good word to say for that part of his territory. Yesterday a stranger came into the Rock Island office to get some literature about Texas. He said he was going back to Texas from Portland, Ore. He got the literature and then began telling about what a grand state he thought Texas was. He spoke about the population and remarked: "Of course Texas is a big state, but there are more people living in Texas now than in Oregon, Washington, Idaho, Utah, Montana and Wyoming combined."

"Well, let me tell you," replied Randall, "if the people continue to pile into Idaho the way I saw them piling into the southern part of that state last week, Texas will have a hard time holding that record."

Randall said that one day last week he saw sixteen families get off at one Idaho station on the Oregon Short Line and take a train up a branch line to a place they had decided on to locate, "and that's only one instance," he added. "That irrigated land in southern Idaho is being settled fast this spring."

ARMY IS REQUIRED TO RUN HARRIMAN LINES

Railroad Magnate Employs More Than 80,000 Men on His 18,000-Mile System.

Interesting information regarding E. H. Harriman's methods of directing the affairs of his 18,000 miles of railways and of organizing more than 80,000 men employed on the lines which go to make up his big system was given out in an address during the week by Julius Kruttschnitt before the New York Railroad club. Mr. Kruttschnitt is director of maintenance and operation of the Harriman lines.

Besides these railway lines the Harriman transportation system, including both the Atlantic and Pacific steamship lines, he said, comprises 54,000 miles of water transportation lines, making a grand total of 72,000 miles of transportation lines which are under the direction of Mr. Harriman.

As Mr. Harriman put it, a traveler can start from New York and go as far as Hong Kong, a distance of 9,402 miles, without leaving the Harriman lines, and most of the return journey could be made traveling on still other Harriman lines, adding many thousands miles to the total. The Harriman lines, which are now building, are completed, the Harriman lines will extend from Seattle at the north to Guadalajara at the south, 3,169 miles. Mr. Kruttschnitt described the details of the operating system and, among other features of the Harriman scheme of control, told of the standardization of equipment and of roadway and of the system of uncovering the miles of all sections of the Harriman lines, through specially appointed committees, in which representation is given to the public as well as to the management of the railroad. The trend of public sentiment on matters affecting railroads, the speaker said, was carefully followed by means of reports made to headquarters by the general managers of the system, who receive copies of practically all the newspapers and periodicals published in their districts and who have reports drawn up indicating the attitude which the publications take toward questions which interest the management of the Harriman lines.

SCENIC WONDER ON SALT LAKE ROUTE

Conductor John Rives of the Salt Lake Route has discovered a new scenic wonder on the line of that road between Crystal and Ute stations in Nevada, and passengers from the south yesterday on his train had some enthusiastic remarks to make regarding the wonderful display of nature which he had discovered, and which he pointed out to them on the way north.

About seven miles from Crystal, where there have recently been some changes on the face of the mountains, caused by rock and land slides, the rocks, together with the underbrush and trees, show a startling likeness of the features and bust of George Washington. The likeness is said to stand out in bold relief at least 1,000 feet in length. Viewed from another direction on the line going south, the same quite closely resembles a giant bulldog.

RAILROAD SURVEY KELTON TO BURLEY

Burley, Ida., May 29.—Information has been received here to the effect that a party of O. S. L. surveyors is working this side of Kelton establishing a line for a proposed road between that town and Burley. There are six camps and the work is being pushed very rapidly. It looks as though there would be something doing in Burley during the present year.

C., H. & D. SOON TO PASS TO THE B. & O.

New York, May 29.—Control of the Cincinnati, Hamilton & Dayton Railroad company will soon pass to the Baltimore & Ohio company. Holders of Central Trust company of New York certificates of deposit, representing the 44 per cent notes of the railway company, will receive for each \$1,000 of notes \$60 cash and \$1,000 of new general mortgage bonds secured by a mortgage upon the system.

LONGEST TRAIN EVER ON SOUTHERN PACIFIC

California papers and railroad men have been having considerable to say of late regarding the successful operation of the longest Southern Pacific train ever made up in that state or on the Pacific coast. The trip of the train was made one day last week between Roseville and Red Bluff and it is reported every station was made on schedule time. The train was 430 feet long, lacking only 125 feet

of a mile in length, and consisted of 115 cars, most of which were loaded. This long train was pulled by a single engine. The trip was over level land in the Sacramento valley. On almost any other stretch of road for the same distance, it is said, it would have required about six engines to haul the train.

CONTRACT LET ON SANTA FE CUT-OFF

Contracts were let last week on the first forty miles of the Santa Fe's new cut-off from Texico, N. M., to Brownwood, Tex. This, when completed, will give the Santa Fe a short line between Los Angeles and Galveston. The new extension will run 300 miles southeast from Texico to Brownwood in central Texas, where it will join a branch of the Gulf, Colorado & Santa Fe.

RAILROAD BREVITIES.

Gordon M. Fraser will leave for an extended trip through Idaho tomorrow to solicit freight business for the Illinois Central, for which road he is traveling freight agent out of Salt Lake.

Clark Doolittle, son of General Agent Doolittle of the Rock Island and Frisco railroad systems, has entered the local office of that road to learn the initial steps of a railroad man's career. He is doing a part of his father's correspondence just now.

D. B. Eldredge, traveling freight agent of the Rock Island, is home for Sunday.

The announcement has been received here from Freight Traffic Manager J. C. Stubbs of Chicago, the big noise regarding freight matters for the Harriman roads in the west, that a new tariff sheet, which will mean reductions on many classes of freight to western points, is being worked on and will probably be issued within sixty or ninety days.

The Rock Island office here has received a new tariff known as joint freight No. 35-B, which is effective June 1, from Atlantic seaboard points to Utah common points. No radical changes in present rates are noted.

The Denver & Rio Grande railroad has issued something new in time tables. It is a combination time table and descriptive pamphlet. It contains a new map and descriptive matter concerning every station on the line between this city and Denver.

William Carroll of Mattoon, Ill., a dispatcher of the "Big Four," is in the city visiting his uncle, J. H. Winwood. He will be accompanied after his return within a few days, by Mrs. Mary A. Winwood.

J. L. Yundt and G. P. French of the Wabash made a trip down the Denver & Rio Grande railroad yesterday in search of freight business for their road.

J. C. Dalley, general superintendent of the Utah division of the Denver & Rio Grande, returned home yesterday forenoon from a several days' inspection trip over his part of the road.

The Colorado Midland on the Denver & Rio Grande from Grand Junction will bring to this city about 100 members of the Colorado Retail Grocers' association. The party will arrive about noon tomorrow, and will spend several hours in Salt Lake before continuing the journey west to Portland.

S. V. Derrah, assistant general freight and passenger agent for the Western Pacific, will leave the middle of June for an extended eastern trip. He will visit his old home in Pennsylvania and also go to New York to confer with the big officials of the Gould lines.

J. M. Davis, general superintendent of the Oregon Short Line, is home from his trip to Reno, over the Southern Pacific, where he went to accompany President James McCreary of the Pennsylvania Lines on the way to San Francisco.

Kenneth C. Kerr, district passenger agent for the Salt Lake Route, has returned home from a short trip to Los Angeles.

It is reported that the exhibits of locomotives and cars and also all kinds of railroad equipment for electric and steam, will be on a most liberal scale in the transportation building at the Alaska-Yukon exposition at Seattle, which will open Tuesday. The building is almost finished. The major portion of the cost of the big structure was provided by eastern locomotive builders.

The interstate commerce commission has decided in a decision in a complaint registered against the Oregon Short Line by the Carstens Packing company. The complaint made shipments of cattle from Nampa, Ida., to Tacoma, Wash., but in order to combine these cars with others, instructed that the shipment go forward on combination rates based on Ontario, Ore. This combination was higher than the regular rate. Since the reasonableness of the rates charged was not an issue Commissioner Lane decided that the commission had no authority to grant relief.

G. A. R. Funeral Notice.

All members of the G. A. R., ladies of the G. A. R., Women's Relief corps and Ladies' Aid societies and friends are invited to attend the funeral of Comrade Chester Phelps, which will take place Sunday, May 30, at 1 o'clock at the funeral home of Eber W. Hall, 14 South West Temple street. By request of WM. PASLER, Post Commander.

Dr. Hodges, Dentist, removed to Elko hotel, corner Third South and Main.

Picture Framing.

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Kodak Finishing.

Salt Lake Photo Supply Co., 142 Main.

EVERY WOMAN IS PROUD OF HER HANDS, OR AT LEAST SHE OUGHT TO BE. A PAIR OF THESE

Rubber Gloves

AT 50c WILL SAVE HUNDREDS OF DOLLARS' WORTH OF HAND APPEARANCE.

SCHRAMM'S WHERE THE CARS STOP.

GLOVE SHOP.

IN REALM OF MUSIC



Miss Sybella Clayton.

Miss Sybella White Clayton, the talented Salt Lake artist, will make her first appearance here since her successful Berlin debut at the Salt Lake theatre next Friday evening. Miss Clayton's triumphs have established her among pianists of note. She has been engaged for a concert tour through Europe next season. The program selected for the Salt Lake recital consists of a series of pleasing numbers, rather than heavy concerto work. Fred E. Smith, basso, the Skelton quartet and Spencer Clavson, Jr., accompanist, will be the assisting artists. The program follows:

Selection—A major Mozart
Sonata Grieg
Allegro moderato.
Andante molto.
Alla menuetto.
Molto allegro.
(a) Who is Sylvia? Schubert
(b) Dan Juncle Schumann
(c) Shepherd, See Thy Horse's Mane Korby
(d) Berceuse Chopin
(e) Mazurka Chopin
(f) Ballad Chopin
(g) Warum Schumann
(h) Pastorale Varie Mozart
(i) Staccato Etude Rubenstein
(j) Andante from op. 10 Tchaikovsky
Skelton Quartet.
(a) Liebestraum Liszt
(b) Waldrauschen Liszt
(c) Polonaise Liszt

CAST FOR "THE SPHINX" IS BEING SELECTED

The "Sphinx," the new opera by Professor J. J. McClellan and Briant S. Young, is almost completed and rehearsals will begin about the middle of June. The cast is now being selected and will include some of the best known local people.

There are parts for twelve principal characters and the chorus will number forty. As the production will be during the week of the G. A. R. encampment, special patriotic features are being prepared and one night will be set apart as G. A. R. night. Invitations will be extended to General Nevius, Colonel Sterrett and staff and if President Taft is here by that time a box will be tendered to him. The Colonel's theatre, where the performance will be given, will be elaborately decorated in the national colors and as the opera, especially the finale, has a decidedly patriotic atmosphere, the demonstration will doubtless be inspiring.

The management has been placed in the hands of John D. Giles and the preliminary arrangements have all been made. Mr. Giles has been given orders to put on the best production ever accorded a local company, and as there is ample financial backing already assured, the task of getting together the production will be pushed with vigor. The "Sphinx" will run the entire week of the encampment with the usual features.

Music a M. E. Church.

Following is the program for music at the M. E. church this evening: Organ prelude—M. E. church this evening: Anthem—Come Unto Me Leslie Orliforty.
Contralto solo—Salve Regina, Dudley Buck.
Postlude.
Miss Leola Schrack.

This evening the following memorial evening of sacred songs will be held, beginning at 7:45 o'clock: Anthem—Hail to the Land Gounod
Triumphant Hymn—Eyes Lyle
The Misses Isabella, Amy and Louise Osborne.
Duet—O Divine Re-sumer Gounod
Miss Leola Schrack, Mrs. H. Hammer.
Anthem—Anvil Chorus Verdi
Soprano solo—Tender and True Adieu.
Miss Hilde Gresson.
Chorus—The Flag Without a Stain White
Soprano solo—Go Hark to Thy Saviour Willey
Medley of patriotic airs, arranged by Edw. P. Kimball (by special request).

Ladies' quartet and baritone solo—Ladies' quartet—List the Cherub Host Gounod
Baritone solo—I Hear the Voice of Harpers (Holy City) Gaul
Ladies' quartet and Claude Nettleton.
Soprano solo—Cross of Calvary Gounod
Violin solo—Romance Tracy Y. Cannon
Claude Nettleton.
Anthem—Rest, Soldier, Rest Krimbill

Decided Musical Talent.

Ernest and Ella Voelker, brother and sister, aged 15 and 14 respectively, and living with their parents, Mr. and Mrs. A. H. Kirchner, and who recently won the prize for a piano duet at the Mus-

ray musical carnival, where they met with great success, have been requested to participate in the musical part of the program for the commencement exercises of the graduates of the county public schools at the stake house, on Fourteenth South and State streets, June 4. Ernest, being one of the graduates, will play a solo, "Flowers and Ferns," and the two will play the overture of "Norma."

Everyone who has heard them play speaks of their playing with much praise. Ella, in particular, has a wonderful technique.

Musical Notes.

Charles Kent and a number of his pupils will give a memorial song service in the Eighth Ward chapel, at 133 135 East Fourth South street, this evening, commencing at 6:30 o'clock. Hugh McDougall and pupils will give a song service in the Twenty-eighth Ward meeting house this evening, beginning at 6:30 o'clock.

LOCAL BRIEFS

"IN HADES," an exceedingly clever one-act farce, was given by the girls of the Order of the Gloom at the university assembly hall last evening. The play represented a conference of noted characters in literature and history in the infernal regions. The members of the faculty and students were objects of clever satire, and the play contained many localisms. After the play those present enjoyed an informal dance.

J. GOLDEN KIMBALL will give an address on the responsibilities and power of the priesthood in the Twenty-third ward meeting house at 6:30 o'clock this evening, under the auspices of the M. T. A.

THERE will be a meeting of the Women's citizens' committee on rest rooms on Monday afternoon at 2 o'clock at the Commercial club building at 5 o'clock Monday afternoon.

THE SALT LAKE CHORAL society will hold a special meeting next Tuesday evening at 8 o'clock at Christensen's dancing academy, to consider plans for a large musical event to be given in the very near future. Special invitations are being sent to all who have ever been associated with the society, and as the meeting will probably determine the future policy of the organization, it is especially desired that all members be present.

A. C. NELSON, state superintendent of education, returned yesterday from a visit to Eureka schools, where he says an educational exhibit of great merit had been prepared. He will go to Morgan county Tuesday to attend the exercises of schools at Morgan. On Friday he will be at Heber City, which has arranged an elaborate program in honor of Governor William Spry, who will also attend.

GOVERNOR SPRY went to Ogden on business on Saturday.

JAMES H. WALLIS, state food and dairy commissioner for Idaho, has been in the city for a few days and has been in consultation with State Chemist Herman Harms and others obtaining information concerning the methods of enforcement here. He also visited several manufacturers who ship to Idaho.

JUDGE T. D. LEWIS of the district court yesterday handed out a sentence of eighteen months in the state penitentiary with hard labor to J. Shepard, who pleaded guilty to a charge of burglary in the second degree. Shepard broke into a house owned by M. J. McQueney at 157 South First West street on the night of May 28, and was caught in the act.

TWO CASES of smallpox were reported to the city board of health on Saturday. Thomas A. Tennant, 54 years of age, Midland hotel; George Morgan, 27 years, 20 Current street.

ALL OFFICES in the city and county building will be closed on Monday on account of the holiday, and the session of the city council will not be held until Tuesday evening.

MRS. F. S. BENNETT and Mrs. Ella A. Boole of New York, the president and secretary of the women's board of home missions of the Presbyterian church, are guests at the Collegiate institute. They will remain until after the collegiate commencement, Thursday evening.

Zion's Savings Bank & Trust Co. Transacts a general trust business and pays 4 per cent interest on savings deposits. Joseph F. Smith, president; Anthony H. Lund, vice president; O. C. Beebe, cashier.

S. D. Evans

Undertaker and embalmer, removal to new location, 48 South State street.

New kodaks, new premos, best kodak finishing. Send for catalogues. C. R. Savage Co., 12 and 14 Main.

Laurelhurst Acres \$550 to \$700. You cannot help but make big money on investment here. Go out this afternoon. Free trips from the end of the Penitentiary car line.

You want a good Suit

Or you don't want any at all—that's the inference we make, and the basis upon which we prepare for you.

Siegel clothes stand for all that's new in exclusiveness of cut, color and cloth.



Siegel's sewed on a suit is your guarantee of excellence and our pledge of perfection.

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228-230 MAIN STREET.

REBECCA LITTLE DIES SUDDENLY

Woman Prominent in Educational Work Victim of Bronchial Pneumonia.

Mrs. Rebecca E. Little died suddenly from the effects of bronchial pneumonia shortly before 7 o'clock last evening at the family residence, 164 East First South street.

Probably no woman in Utah has been more closely allied with educational work than Mrs. Little. She was one of the first graduates of the normal course of the University of Utah, and took up teaching as a profession. She lost no interest in her own studies, however, and many years later took the degree of Bachelor of Science at the state university, and was made a regent of that institution by the state's first governor, Heber M. Wells.

She was alive to every educational movement in the state, although at times ill health prevented her from forming as active work as she would have liked. Mrs. Little was a patron of the National Council of Women, and attended many of their sessions, being at once an official delegate. She was a member of the board of the State Relief society, and first counselor of the Ensign stake. Mrs. Little was a woman of sound judgment and an able help, not only publicly, but to all who asked her assistance. She was the sort of a woman that the world needs, lovable, simple and sincere and genuine in her nature.

Mrs. Little was born Aug. 12, 1852, at Church farm. She was the daughter of Llewellyn and Catherine Mantle. In June, 1882, she was married to Fernmore Little, and their two children, Mrs. Walter L. Ullending and Mrs. Frank C. Maybe, survive.

The funeral will be from the home, 164 East First South street, at 12 o'clock Tuesday, June 1.

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Milestones

Along the great highway of success are interesting to look at. Two years ago our deposits reached the million-dollar milestone. Now we are just passing the million and a half milestone. We invite the public to watch us grow, feeling sure our progressive methods meet with general approbation.

Let us have your banking account
Let us have your savings account
Let us have your abstract business
Let us have your title insurance
Let us have your bonding business
Let us take care of your valuables

Accommodate us and we will accommodate you.
Four per cent on savings and time deposits.
We are members of the Clearing House.

Utah Savings & Trust Company

235 Main Street
IN THE BUSINESS HEART.

REMOVED.

The following physicians and surgeons have removed to the eighth floor of the Boston building, Main street:
Dr. P. S. Bascom.
Dr. Warren Benjamin.
Dr. J. F. Critchley.
Dr. W. Brown Ewing.
Dr. Robert R. Hampton.
Dr. Ira K. Humphrey.
Dr. Philo E. Jones.
Dr. H. P. Kirtley.
Dr. D. Moore Lindsay.
Dr. A. N. Minear.
Dr. T. G. Odell.
Dr. George L. Smart.
Dr. F. B. Steele.

Tribune-Reporter Printing Co.
66 West Second South. Phone 715.

Rev. P. A. Simpkins, Mrs. Don C. Safford, president of the Ladies' Literary club, will act as judges in the Prize Essay Contest of the Salt Lake Security & Trust company.

School children of the city are writing essays on the subject of "Savings Money" for prizes of \$10.00, \$5.00 and twenty prizes of \$1.00 each, and all essays will be carefully considered. The contest closes June 1st.

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Monday, being Decoration day, we will close promptly at noon. Last delivery leaves the store at 10 o'clock in the morning, so anticipate your wants and phone early.

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1. Absolute safety of the principal.
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